

GOSSIP OF THE STREET

ALLOWANCES BY MCADOO FOR RAILROADS OCCASION WIDELY DIVERGENT VIEWS

\$10,000,000 Federal Farm Loan Bonds Sold in One Afternoon—Bond Market Trend Still Upward.

Gossip of the Street

THE inherent strength of the stock market has ceased to cause any particular attention for some time past; it has become a matter of course. There was little of public interest in yesterday's trading to distinguish it from any of the last three or four sessions.

Referring to the repeated rumors affecting the Baldwin stock, a banker in close touch with the affairs of that company says that the Baldwin interests are too busy to pay any attention to the rumors relative to the company. The movement is purely speculative, he says, and the speculation is being helped along by the rumors, which have no foundation in fact.

In conclusion he said: "One thing is certain, Baldwin locomotive interests are in no way identified with the movement of the stock or responsible for the exaggerated estimates of earnings that have been published lately."

Notwithstanding these repeated emphatic denials, there persists on the Street and in many brokers' offices that "there's something doing" behind the scenes, and the most persistent is the possibility of capitalizing the large sums recently put back into the company in connection with a prospective stock dividend.

Marine Bonds' Retirement Rumored

It is rumored that the 6 per cent sinking fund bonds of the International Mercantile Marine are soon to be retired at 110. It might be well to take this rumor with a good deal of caution, as there seems to be a multitude of rumors, some, perhaps, reliable, but many not concerning this company recently.

This particular rumor, however, is in no way largely responsible for the strength which the bonds show around par, as well as for the large turnover recently. Everything in connection with these bonds revolves around the progress made in connection with the sale of the company's British subsidiaries to an English syndicate. In many quarters in the financial district there is a strong impression that no result will arrive from the negotiations said to be in progress at present.

Comment on Railroad Budget

Yesterday morning, after the burst of enthusiasm over Director General McAdoo's approval of liberal expenditures for betterments of the railroads had time to subside, bankers and brokers were asking themselves and one another what it all meant.

Some were inclined to regard the provisions as exceedingly liberal and generous, while others held the reverse opinion. The latter pointed out that in recent years it had been the universally accepted opinion among such railroad men as had studied the subject that the rate of expenditure each year in order to keep the railroads of the country in proper condition would be a minimum of \$1,000,000,000 and might even reach \$1,500,000,000.

These estimates were made before the war had created a new standard of prices both for labor and material, and they argue that as the amount named by the director general fell short of the minimum, it will come far short of meeting the requirements of the rails at the present all-around prices for everything which enters into the category of betterments. Another point which they emphasize is that the roads must now handle at least 25 per cent more traffic than they did before the war.

Those who take the favorable view contend that the estimates of \$1,000,000,000 or \$1,500,000,000 a year for betterments are far too high and should be reduced by one-third for the smaller amount. At the same time, they admit that with the present purchasing power of money not more than one-half the betterments could be provided for \$935,000,000 which could have been purchased two years ago.

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Another angle of this railroad announcement lay in the suggestion by many bankers and brokers that the railroad administration had committed itself to provide for each road the sums authorized, aggregating almost \$935,000,000, but they soon found out that this was not so. It is now the generally accepted opinion in financial circles that the railroads had submitted certain plans to Director General McAdoo and that he had given them permission to carry out these plans, which called for the expenditure of nearly \$1,000,000,000, without obliging the Government to provide the money.

It is supposed the railroads will be expected to finance their own requirements, subject to the approval of the capital issues committee, and in such instances where the company is in such a condition that it could not attract new capital the Government will come to its assistance, either from the revolving fund or from the road's own sources of income.

Duquesne Lighting Company to Issue Notes

Proposed of the recent difficulties of the Philadelphia Company, of Pittsburgh, Pa., with its subsidiary, the Pittsburgh Railways Company, it is reported that arrangements are nearing completion for the sale of \$10,000,000 Duquesne Lighting Company (another subsidiary of the Philadelphia Company) 6 per cent notes to run for two or three years.

The reports which were current on the Street that the company was going to put out only \$3,000,000 of these notes at this time were evidently incorrect.

It is said the syndicate which has charge of the underwriting of these notes is composed of the First National Bank, the Chase National Bank, Ladenburg, Thalmann & Co. and Harris, Forbes & Co., of New York. It is understood the issue will be offered at an early date on a basis showing a yield around 6 1/2 per cent or better.

\$10,000,000 Farm Loan Bonds Sold in Day

Hewlett A. Sealy, local representative of Lee, Higginson & Co., one of the syndicate members selling the new 5 per cent tax-free Federal farm-loan bonds, had a telegram from his house announcing that \$10,000,000 of the bonds had been sold on Monday afternoon. They had first been publicly offered on Monday morning.

Mr. Sealy says they are meeting a ready sale in Philadelphia and he has had a large number of inquiries about them. He attributes their popularity largely to the fact that they are as free from taxation as the 3 1/2 per cent Liberty Bonds and also because their basis of value is the farm, which, when all is said and done, is the basis of all values.

Bond Market Trend Still Upward

In a recent review of the bond market Dow, Jones & Co. say: "Not only foreign Government bonds, but also bonds of United States railroad corporations have advanced in market price since the German drive started on March 21, 1918, and they are now generally at the high price of the year, with the largest improvement made in the last two weeks."

"On January 18, 1917, the average price of corporation bonds reached the highest figure since the stock exchange reopened in November, 1914. Then followed a decline, which was gradual throughout the year until December 28, when a rally took place following the announcement that the Government had taken control of the railroads."

"During January and February, 1918, the trend was upward, and in early March, before the German drive started, there was a decline, which has been subsequently overcome by an advance most marked in the last two weeks, under the influence of satisfactory war conditions and the success of the third Liberty Loan."

"The greatest advance was in second-grade rails, which gained 1.55 points. Strength in these issues is attributed principally to the fact that the Government now controls the railroads and guarantees interest on the bonds during the war and for twenty-one months thereafter. Not one bond among the second-grade rails shows a decline. High-grade rails were next in point of advance, with public utilities third and industrial last."

"The surprising feature in this tabulation is that the advance in public utilities was greater than in industrial. Earnings of the former fell off in 1917, while the industrial corporations generally showed the best earnings in their history."

Up to the present time \$14,000,000 has been drawn on the \$100,000,000 Cuban financing fund, of which \$10,000,000 represents acceptance bills and \$4,000,000 notes of the Cuban Sugar Corporation, the company that was formed by the syndicate for the purpose of aiding in the financing of the Cuban sugar crop.

PHILADELPHIA MARKETS

GRAIN AND FLOUR

WHEAT—Receipts, 33,231 bushels. Flour, 100,000 barrels. The quotations were as follows: No. 1 hard winter, \$2.27; No. 2, \$2.25; No. 3, \$2.23; No. 4, \$2.21; No. 5, \$2.19; No. 6, \$2.17; No. 7, \$2.15; No. 8, \$2.13; No. 9, \$2.11; No. 10, \$2.09; No. 11, \$2.07; No. 12, \$2.05; No. 13, \$2.03; No. 14, \$2.01; No. 15, \$1.99; No. 16, \$1.97; No. 17, \$1.95; No. 18, \$1.93; No. 19, \$1.91; No. 20, \$1.89; No. 21, \$1.87; No. 22, \$1.85; No. 23, \$1.83; No. 24, \$1.81; No. 25, \$1.79; No. 26, \$1.77; No. 27, \$1.75; No. 28, \$1.73; No. 29, \$1.71; No. 30, \$1.69; No. 31, \$1.67; No. 32, \$1.65; No. 33, \$1.63; No. 34, \$1.61; No. 35, \$1.59; No. 36, \$1.57; No. 37, \$1.55; No. 38, \$1.53; No. 39, \$1.51; No. 40, \$1.49; No. 41, \$1.47; No. 42, \$1.45; No. 43, \$1.43; No. 44, \$1.41; No. 45, \$1.39; No. 46, \$1.37; No. 47, \$1.35; No. 48, \$1.33; No. 49, \$1.31; No. 50, \$1.29; No. 51, \$1.27; No. 52, \$1.25; No. 53, \$1.23; No. 54, \$1.21; No. 55, \$1.19; No. 56, \$1.17; No. 57, \$1.15; No. 58, \$1.13; No. 59, \$1.11; No. 60, \$1.09; No. 61, \$1.07; No. 62, \$1.05; No. 63, \$1.03; No. 64, \$1.01; No. 65, \$0.99; No. 66, \$0.97; No. 67, \$0.95; No. 68, \$0.93; No. 69, \$0.91; No. 70, \$0.89; No. 71, \$0.87; No. 72, \$0.85; No. 73, \$0.83; No. 74, \$0.81; No. 75, \$0.79; No. 76, \$0.77; No. 77, \$0.75; No. 78, \$0.73; No. 79, \$0.71; No. 80, \$0.69; No. 81, \$0.67; No. 82, \$0.65; No. 83, \$0.63; No. 84, \$0.61; No. 85, \$0.59; No. 86, \$0.57; No. 87, \$0.55; No. 88, \$0.53; No. 89, \$0.51; No. 90, \$0.49; No. 91, \$0.47; No. 92, \$0.45; No. 93, \$0.43; No. 94, \$0.41; No. 95, \$0.39; No. 96, \$0.37; No. 97, \$0.35; No. 98, \$0.33; No. 99, \$0.31; No. 100, \$0.29; No. 101, \$0.27; No. 102, \$0.25; No. 103, \$0.23; No. 104, \$0.21; No. 105, \$0.19; No. 106, \$0.17; No. 107, \$0.15; No. 108, \$0.13; No. 109, \$0.11; No. 110, \$0.09; No. 111, \$0.07; No. 112, \$0.05; No. 113, \$0.03; No. 114, \$0.01; No. 115, \$0.00; No. 116, \$0.00; No. 117, \$0.00; No. 118, \$0.00; No. 119, \$0.00; No. 120, \$0.00; No. 121, \$0.00; No. 122, \$0.00; No. 123, \$0.00; 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No. 655, \$0.00; No. 656, \$0.00; No. 657, \$0.00; No. 658, \$0.00; No. 659, \$0.00; No. 660, \$0.00; No. 661, \$0.00; No. 662, \$0.00; No. 663, \$0.00; No. 664, \$0.00; No. 665, \$0.00; No. 666, \$0.00; No. 667, \$0.00; No. 668, \$0.00; No. 669, \$0.00; No. 670, \$0.00; No. 671, \$0.00; No. 672, \$0.00; No. 673, \$0.00; No. 674, \$0.00; No. 675, \$0.00; No. 676, \$0.00; No. 677, \$0.00; No. 678, \$0.00; No. 679, \$0.00; No. 680, \$0.00; No. 681, \$0.00; No. 682, \$0.00; No. 683, \$0.00; No. 684, \$0.00; No. 685, \$0.00; No. 686, \$0.00; No. 687, \$0.00; No. 688, \$0.00; No. 689, \$0.00; No. 690, \$0.00; No. 691, \$0.00; No. 692, \$0.00; No. 693, \$0.00; No. 694, \$0.00; No. 695, \$0.00; No. 696, \$0.00; No. 697, \$0.00; No. 698, \$0.00; No. 699, \$0.00; No. 700, \$0.00; No. 701, \$0.00; No. 702, \$0.00; No. 703, \$0.00; No. 704, \$0.00; No. 705, \$0.00; No. 706, \$0.00; No. 707, \$0.00; No. 708, \$0.00; No. 709, \$0.00; No. 710, \$0.00; No. 711, \$0.00; No. 712, \$0.00; No. 713, \$0.00; No. 714, \$0.00; No. 715, \$0.00; No. 716, \$0.